

Park Lane -- No. 500508

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Bethesda-Chevy Chase**
 Relocation Impact **None.**

Date Last Modified
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 Required Adequate Public Facility

January 10, 2004
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	355	0	0	355	144	211	0	0	0	0	0
Land	208	0	0	208	208	0	0	0	0	0	0
Site Improvements and Utilities	7	0	0	7	0	7	0	0	0	0	0
Construction	1,223	0	0	1,223	0	1,223	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,793	0	0	1,793	352	1,441	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,769	0	0	1,769	352	1,417	0	0	0	0	0
Intergovernmental	24	0	0	24	0	24	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the reconstruction of Park Lane as a new two-lane closed section roadway between Maple Ridge Road and Battery Lane, a distance of 840 feet, and surfacing and partial reconstruction of existing Battery Lane, a distance of 420 feet. Under this project, the work on Park Lane and sections of Battery Lane will include new storm drain systems to provide relief from existing roadway flooding, replacement of damaged paving, new curb and gutter, and sidewalk reconstruction where needed.

Service Area

Bethesda-Chevy-Chase.

Capacity

The road storm drain design will accommodate flows from a ten-year storm.

JUSTIFICATION

In response to the request of the Battery Park Citizens Association, DPWT created a CIP project (No. 718339) over 30 years ago. The project was dropped from the CIP when the County was unable to obtain the easements required. Park Lane does not have a drainage system and existing drainage inlets on Battery Lane do not function due to lack of an outfall. The project will correct the safety problem caused by extensive ice formation in the winter. The standing water has, over time, caused the deterioration of the existing pavement, curbs, and sidewalks.

Plans and Studies

During FY00, a final design for this project was approved and completed under the Facility Planning: Storm Drainage project. A review of impacts to pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Cost Change

Not applicable.

STATUS

Final design stage completed.

OTHER

The funds shown as Intergovernmental represent the WSSC portion of the relocation costs.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		1,793
First Cost Estimate		
Current Scope	FY05	1,793
Last FY's Cost Estimate		0
Present Cost Estimate		1,793
Appropriation Request	FY05	352
Appropriation Request Est.	FY06	1,441
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 Department of Permitting Services
 Utility Companies
 Area citizen associations
 Facility Planning: Storm Drains

MAP

See Map on Next Page

